

AGENDA ITEM NO.

COUNCIL MEETING 04/09/02

APPROVED BY

DEPARTMENT DIRECTOR

CITY MANAGER

April 2, 2002

FROM: BRUCE A. RUDD, Transit General Manager  
BOB MADEWELL, Transportation Engineering Manager

SUBJECT: RESOLUTION AUTHORIZING CITY OF FRESNO TO IMPLEMENT  
REASONABLY AVAILABLE CONTROL MEASURES (RACM), AND  
SUBMISSION TO THE SAN JOAQUIN VALLEY AIR POLLUTION  
CONTROL DISTRICT FOR INCLUSION IN ITS OZONE PLAN

#### EXECUTIVE SUMMARY

With the recent "severe" designation issued by the Environmental Protection Agency (EPA), the San Joaquin Valley Air Pollution Control District (SJVAPCD) is now required to submit an Ozone Attainment Plan. Pursuant to the Clean Air Act, the plan must contain a list of Reasonably Available Control Measures (RACM) that have been adopted by local jurisdictions within the San Joaquin Valley.

Staff has identified thirty-one measures that can be adopted without any changes to current policies or the allocation of additional funds. It should be noted that these measures were developed by evaluating RACM implemented by other cities. However, as new strategies, information, or technologies evolve, additional RACM may be submitted for future consideration.

#### BACKGROUND

The EPA has reclassified the San Joaquin Valley as a "severe" non-attainment area for ground level ozone. As such, the San Joaquin Valley Air Pollution Control District (SJVAPCD) is required to submit an Ozone Attainment Plan to the EPA by May 21, 2002. Failure to submit a new Ozone Attainment Plan could result in the imposition of federal sanctions, including withholding of Federal Highway Funds and a Federal Implementation Plan being imposed by the EPA.

In developing this Ozone Attainment Plan, the Clean Air Act requires local jurisdictions to evaluate and implement Reasonably Available Control Measures (RACM). The RACM are different control measures that local governments can implement to reduce ozone forming emissions from operations and/or services that they control. Over the past few months, each Transportation Planning Agency (TPA), in conjunction with local governments, has been developing a list of control measures in support of the SJVAPCD's Ozone Attainment Plan. The TPA for Fresno County is the Council of Fresno County Governments (COFCG). Each jurisdiction determines which measures are feasible for implementation, but is also required to explain why a measure is not being implemented. Once the measures are formally adopted, a local jurisdiction is then required to implement all the measures. Failure to implement the adopted measures could result in legal action being taken against an individual jurisdiction.

Staff has reviewed the measures that have been implemented in other ozone non-attainment areas and conducted an evaluation to determine which measures could be implemented (Exhibit A). The three general approaches used for consideration included: (1) existing measures that could be enhanced; (2) commitments to implement new measures; and (3) the availability of funding that could be used to support new ozone forming emission reduction programs. After reviewing the measures, staff has concluded there are RACM that the Council could approve without any major shift in policy or the allocation of additional resources or

funds. The measures outlined in Exhibit A were developed by evaluating RACM implemented by other cities. However, as new strategies, information, or technologies evolve, additional RACM may be submitted for future consideration. An example of some items are outlined in Exhibit B. Staff has also provided, for informational purposes only, a list of RACM (Exhibit C) that could be implemented by other agencies where the City has no direct control (i.e, CalTrans, California Air Resources Board).

#### **THE ISSUE**

Whether the Council should approve the list of Reasonable Available Control Measures (RACM) and adopt the attached resolution that commits the City of Fresno to implement those measures as outlined in Exhibit A, and direct staff to forward this list to the COFCG for inclusion into the SJVUAPCD's Ozone Attainment Plan.

#### **CONCLUSION AND RECOMMENDATIONS**

It is recommended that the Council approve the list of Reasonable Available Control Measures (RACM) and adopt the attached resolution that commits the City of Fresno to implement those measures as outlined in Exhibit A, and direct staff to forward this list to the COFCG for inclusion into the SJVUAPCD's Ozone Attainment Plan.

#### **FISCAL IMPACT OF RECOMMENDATION**

This resolution approval does not require any funding action from the City Council at this time.

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#### **Attachments:**

- Resolution to Implement RACM
- Exhibit A - RACM that could be implemented
- Exhibit B - RACM that could be implemented at a later date
- Exhibit C - RACM that could be implemented by other agencies

# **CITY OF FRESNO**

## **REASONABLY AVAILABLE CONTROL MEASURES**

## City of Fresno RACM #1

### Improve and Enhance Regional Bus Program

**Measure Description:** This measure encourages the improvement and enhancement of a Regional Bus Program. The City of Fresno/Fresno Area Express (FAX) has just completed a Long Range Master Transit Plan in an effort to develop possible strategies that the region could follow in accommodating the growth in travel demand. In addition, FAX participates in a variety of planning efforts which focus on transportation within the region. Related studies include the City of Fresno General Plan, the Council of Fresno County Governments (COFCG) Regional Transportation and Short Range Transportation Plans. In addition, FAX has worked with the COFCG in submitting applications for funds to support the purchase of transit buses and related equipment pursuant to the 1997 re-authorization of the Intermodal Surface Transportation Efficiency Act (ISTEA). As part of the FAX Five Year Capital Improvement Program (CIP), grant funding has been allocated for the purchase of heavy duty low emission 40-foot and 60-foot buses, retrofitting of existing diesel buses, improved passenger amenities, new Handy Ride vehicle, and the replacement of nonrevenue vehicles. All of these vehicles have been used to operate local and regional bus service.

Additional service is provided to other cities in the County by the Fresno County Rural Transit Agency (FCRTA) and Clovis Transit. FAX can now provide transit outside of the Fresno Clovis Metropolitan Area (FCMA), however, any service must meet the minimum productivity standards and have an identified funding source. FAX is not permitted to provide service to areas which are currently served by the private sector (i.e., Yosemite Park); therefore, since there are other private carriers, FAX does not provide service of this type. FAX has experimented with express service over the last few years by providing service to various employment centers. Although the service has not been successful, FAX will continue to evaluate possible express routes, where feasible. Specific projects that are included are as follows:

- Replacement of 15 standard-size buses with 15 low emission buses (ten 60-foot articulated buses, and five standard 40-foot buses)
- Replace two standard size buses with two electric hybrid 40-foot buses.
- Purchase of 20 low emission buses to replace existing buses.
- Retrofit 32 1993-1994 buses with cleaner engines.
- Purchase of compressed natural gas fueling station in support of a conversion to alternative fuels.

**Responsible Agency and Authority for Implementation:** This measure will be implemented by the City of Fresno/Fresno Area Express.

**Implementation Schedule:** This type of service is evaluated on an ongoing basis and will be implemented as funding becomes available. Many of the proposed improvements in public transit services within the County are contingent upon the extension of Measure C.

**Level of Personnel and Funding Allocated for Implementation:** Participation in regional transit planning is allocated through the City of Fresno annual budget in the amount of \$18 million from Congestion Mitigation and Air Quality (CMAQ) funds.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** FAX will submit progress reports to the City of Fresno, COFCG, Federal Transit Administration (FTA) and other related funding agencies as required by law or statute.

## City of Fresno RACM #2

### Transit Access to Airports

**Measure Description:** This measure encourages the provision of public transportation to airports to serve air passengers.

**Responsible Agency and Authority for Implementation:** This measure has been implemented by the City of Fresno/Fresno Area Express (FAX) and is contained within current service levels.

**Implementation Schedule:** Implementation of this strategy is in effect. Fresno Area Express (FAX) provides two routes which interline at the Fresno Yosemite International Airport (FYI). The service to the airport is provided seven days a week from 5:30 a.m. to 10:00 p.m. on weekdays, and from 6:30 a.m. to 7:00 p.m. on weekends.

**Level of Personnel and Funding Allocated for Implementation:** The funding for the service to the Fresno Yosemite International (FYI) airport is provided as part of the greater FAX transit system and the funding is allocated through the City of Fresno annual budget.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** FAX will continue to participate in the Annual Transit Productivity Evaluation conducted by the Council of Fresno County Governments (COFCG) as required by Assembly Bill 120.

## City of Fresno RACM #3

### Study Benefits of Bus Retrofit Program

**Measure Description:** This measure is to examine the potential to accelerate application of retrofit of diesel-powered buses to achieve earlier compliance with State regulations.

**Responsible Agency and Authority for Implementation:** This measure will be implemented by the City of Fresno/Fresno Area Express (FAX).

**Implementation Schedule:** The California Air Resources Board (CARB) has adopted a Fleet Rule for Urban Transit Bus Operator - Section 1956.2, Title 13, CCR, which provides transit agencies an option of one of two fuel paths to achieve a fleet emission average of 4.8 g/bhp-hr NOx by October 1, 2002.

FAX has already begun an aggressive campaign to purchase, convert, and replace older, higher polluting diesel buses. The fleet will consist of 27 new dedicated Compressed Natural Gas (CNG) buses by the end of 2002, and currently operates two electric hybrid electric buses.

A diesel engine retrofit program is included in FAX's FY03 budget, and it is anticipated that this program will replace 21 older diesel engines with available retrofit technologies resulting in reductions in both NOx and particulate emissions.

**Level of Personnel and Funding Allocated for Implementation:** The funding for buses and diesel retrofits was acquired from a series of Congestion Management and Air Quality (CMAQ) and other Federal Transit Administration (FTA) grants. The San Joaquin Valley Air Pollution Control District (SJVAPCD) has provided funding for the incremental cost of alternative fuel vehicles.

**Enforcement Program:** This measure is governed by the California Air Resources Board (CARB) Fleet Rule for Urban Transit Bus Operator - Section 1956.2, Title 13, CCR.

**Monitoring Program:** The City of Fresno will provide reports to the County of Fresno Council of Governments (COFCG), CARB, FTA, and the SJVAPCD as required.

## City of Fresno RACM #4

### Mass Transit Alternatives Expansion or Improved Public Transportation Systems

**Measure Description:** This measure is to develop Mass Transit alternatives and to improve Public Transportation Systems. The City of Fresno/Fresno Area Express (FAX) will be completing a Long Range Transit Master Plan in 2002. The plan includes a variety of transportation alternatives which will be assessed by the transit agency in conjunction with the City of Fresno Mayor and the City of Fresno Council.

FAX will continue to pursue ways to improve ridership through short range transit improvements. Potential service changes may include increasing the level of service, expanding service to unserved areas, and attracting additional ridership through marketing and promotion.

Funding for improved transit service will become available with the extension of Measure C and the approval of Proposition 42.

**Responsible Agency and Authority for Implementation:** This measure will be implemented by the City of Fresno/Fresno Area Express (FAX).

**Implementation Schedule:** Fresno County is one of California's "Self Help" counties that have regional sales tax to support local transportation projects. Fresno's current Measure C sales tax is set to expire in 2006. A new Measure C expenditure plan will be placed on the ballot in November 2002. It is anticipated that this measure could raise as much as \$2.8 billion to support transportation projects over the 30 years of the sales tax. Without these revenues, significant new service improvements are unlikely.

**Level of Personnel and Funding Allocated for Implementation:** The level of personnel will include additional transit operators. This plan has not been funded and implementation will require securing new Measure C and Proposition 42 funds which are dedicated to public transportation. The City is responsible for transit planning and program implementation. Additional sources of operating revenue such as farebox, federal and state grants, will also be assessed.

**Enforcement Program:** Enforcement is, and would be based on those dedicated funding measures enacted by the various local electorates.

**Monitoring Program:** Reports will be provided to the City of Fresno Mayor, City of Fresno Council, and County of Fresno Council of Governments (COFCG) Board, as well as other jurisdictions as required.

## City of Fresno RACM #5

### Free Transit During Special Events

**Measure Description:** This measure is intended to promote free transit during special events. The City of Fresno will continue to work with public and private sector stakeholders in evaluating options for managing parking and traffic associated with activity centers and special events. Fresno Area Express (FAX) works closely with the community to provide transit service to special events when and where feasible. Some very limited free transit service is already contained in the City's Master Fee Schedule.

**Responsible Agency and Authority for Implementation:** This measure will be implemented by the City of Fresno/Fresno Area Express (FAX).

**Implementation Schedule:** Throughout the year, FAX provides free ride tickets to various local service groups for the promotion of transit related events such as Spare the Air. FAX will continue to provide free tickets for such events as requested when and if it is feasible. To receive state funding, FAX is required to recover 20% of its operating cost from fare box revenue. The participation in free service events needs to be evaluated accordingly to ensure that this requirement is not compromised.

**Level of Personnel and Funding Allocated for Implementation:** This type of job responsibility is currently assigned to an existing staff persons and will be conducted as part of their regular duties.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.



## City of Fresno RACM #6

### Develop Intelligent Transportation Systems to Better Coordinate Traffic Signal Systems and Traffic Flow Improvements

**Measure Description:** The measure is to implement and enhance synchronized traffic signals to promote steady traffic flow at moderate speeds. The City of Fresno has received funding for Fiber Optic Network allowing major arterial traffic along Blackstone, Shaw, and Herndon to move more effectively. In addition, the City of Fresno Public Works Department is in the process of implementing a Citywide Traffic Management Center. The City proposes to evaluate for future implementation an Intelligent Transportation System (ITS) as part of a Citywide Transportation Plan to include Radio Broadcast of Accidents, Changeable Message Signs, and Travel Alerts. Specific projects that are included are as follows:

- Fresno Clovis Metropolitan Area (FCMA) Signal Synchronization Project Implementation: Phases I, II, and III.
- Traffic signal improvements to include dual-left turn phasing and signal appurtenances: Shaw and Blackstone; Shaw and Fresno; Shaw and First; Blackstone and Bullard.
- Traffic flow improvements including dual left-turn lanes and intersection improvements: First Street and Tulare; Shaw and West; Chestnut and Kings Canyon.
- Cedar and Shaw traffic flow improvements including installation of dual northbound and southbound lanes and separate right turn lanes.
- Fresno Street and Sierra traffic flow improvements including dual northbound and southbound left-turn lanes, protected left and southbound right-turn lanes.
- New controller and preemption to interconnect to railroad crossing, reconstruct three returns, and new signal poles.
- Traffic flow improvements including ultimate building of intersection and new traffic signal: Marks and Weber.
- Clinton and West traffic flow improvements including dual eastbound and westbound left-turn lanes and protected left phasing eastbound and westbound.
- Herndon Avenue: Modify traffic signals to provide dual left turns at Van Ness and Marks Avenues, and provide right turn lanes and busy bays.

**Responsible Agency and Authority for Implementation:** This measure is being undertaken by the City of Fresno Public Works Department.

**Implementation Schedule:** The schedule for this measure is underway.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure has been included in the City of Fresno annual budget in the amount of \$13 million in Congestion Mitigation and Air Quality (CMAQ) funds.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

## City of Fresno RACM #7

### Reduce Traffic Congestion at Major Intersections that are Site Specific Transportation Control Measures that Optimize Traffic Signal Timing

**Measure Description:** This measure is to reduce traffic congestion at major intersections to optimize traffic signal timing. The City of Fresno is actively pursuing this measure by developing a range of traffic control techniques designed to facilitate smooth and safe travel through intersections. These techniques include signalization projects, turn lanes, and median dividers. The use of grade separations has also been used for high volume or unusually configured intersections. The City of Fresno is also programming left turn signals at certain intersections to lag traffic. The City will also evaluate traffic control improvements at specific congested intersections such as Shaw and Herndon Avenues. (See City of Fresno RACM #6, Traffic Flow Improvements, which lists specific projects currently underway.)

**Responsible Agency and Authority for Implementation:** This measure is being undertaken by the City of Fresno Public Works Department.

**Implementation Schedule:** The schedule for this measure is underway.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure has been included in the City of Fresno annual budget in the amount of \$13 million in Congestion Mitigation and Air Quality (CMAQ) funds.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

## City of Fresno RACM #8

### Removal of On-Street Parking

**Measure Description:** This measure would require all commercial/industrial developments to design and implement off-street parking. The City of Fresno addresses this issue through the Fresno Municipal Code Chapter 12 (Zoning Ordinance) that requires all commercial and industrial developments to provide off-street parking. Staff will determine which major street locations off-street parking can affect traffic transportation corridors and will evaluate its effect on those transportation corridors. In addition, travel time studies will be conducted on a biannual basis.

**Responsible Agency and Authority for Implementation:** This measure is being undertaken by the City of Fresno Public Works Department.

**Implementation Schedule:** This measure is being undertaken.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure has been included in the City of Fresno annual budget.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

## City of Fresno RACM #9

### Bus Pullouts in Curbs for Passenger Loading

**Measure Description:** This measure will provide for bus pullouts in curbs, or queue jumper lanes for passenger loading and unloading. The City of Fresno/Fresno Area Express (FAX) has developed Facilities and Development Standards as part of the review process for all major projects. The issue of bus pullouts along major arterials is also subject to evaluation to determine its benefits and drawbacks as it relates to safety, air pollution, and traffic flow.

**Responsible Agency and Authority for Implementation:** This measure is being undertaken by the City of Fresno/Fresno Area Express (FAX).

**Implementation Schedule:** The schedule for this measure is underway and ongoing.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure has been included in the City of Fresno annual budget.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

City of Fresno RACM #10

Scheduling Road Maintenance to Exclude Ozone Action Days When  
Activities Involve Lane Reductions on Heavily Utilized Roads

Measure Description: This measure is to encourage the scheduling of road maintenance to exclude ozone action days when activities involve lane reductions on heavily utilized roads. The City will evaluate how departments can modify or revise work schedules during anticipated high ozone periods. The City of Fresno may need to amend some relevant documents, such as the Noise Ordinance, in order to deal with this measure.

Responsible Agency and Authority for Implementation: This measure will be assessed by the City of Fresno Public Works Department.

Implementation Schedule: The schedule for this measure is underway.

Level of Personnel and Funding Allocated for Implementation: Funding for this measure has been included in the City of Fresno annual budget.

Enforcement Program: This measure does not represent an ordinance, regulation, or rule requiring enforcement.

Monitoring Program: The City of Fresno will submit progress reports as required.

City of Fresno RACM #11

Fewer Stop Signs, Remove Stop Signs  
that Do Not Meet Warrant

Measure Description: This measure is intended to improve through traffic flow by removing stop signs and signals. The City of Fresno will aggressively pursue the evaluation of all stop sign installations and recommend the removal of those locations that do not meet warrant.

Responsible Agency and Authority for Implementation: This measure is being undertaken by the City of Fresno Public Works Department.

Implementation Schedule: This measure is underway.

Level of Personnel and Funding Allocated for Implementation: Funding for this measure has been included in the City of Fresno annual budget.

Enforcement Program: This measure does not represent an ordinance, regulation, or rule requiring enforcement.

Monitoring Program: The City of Fresno will submit progress reports as required.

## City of Fresno RACM #12

### Consider Alternatives to Left Turns

**Measure Description:** This measure proposes to ban all left turns to stop the creation of bottlenecks. The City of Fresno is actively pursuing this measure by developing a range of traffic control techniques designed to facilitate smooth and safe travel through intersections. These techniques include signalization projects, turn lanes, and median dividers. The use of grade separations has also been used for high volume or unusually configured intersections.

The City is also evaluating the feasibility of using round-about designs rather than traditional intersections at selected locations which would eliminate left turns where implemented. These strategies will be implemented to achieve the equivalent benefits of reducing left turn lanes. (See RACM #6 which lists the specific projects currently underway.)

**Responsible Agency and Authority for Implementation:** This measure is being undertaken by the City of Fresno Public Works Department.

**Implementation Schedule:** This measure is underway.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure has been included in the City of Fresno annual budget.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

## City of Fresno RACM #13

### Adaptive Traffic Signals and Signal Timing

**Measure Description:** This measure is intended to provide adaptive traffic signal and timing for improved traffic flow. The City of Fresno Public Works Department is developing a Citywide High Peak Travel Period Plan. The plan proposes to adjust the traffic timing at major and congested intersections through the use of cameras which will assess traffic volumes on an on-going basis. As part of this plan, the City of Fresno will install over 470 cameras at various traffic signals Citywide.

**Responsible Agency and Authority for Implementation:** This measure is being undertaken by the City of Fresno Public Works Department.

**Implementation Schedule:** The schedule for this measure is underway.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure has been included in the City of Fresno annual budget in the amount of \$13 million in Congestion Mitigation and Air Quality (CMAQ) funds.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.



City of Fresno RACM #14

Minimize Impact of Construction on Traveling Public

Measure Description: This measure proposes to prohibit lane closures during peak hours, and limit work hours to weekends and/or nights. The City of Fresno will evaluate this measure to determine the feasibility of including it as a condition of project approval for selective projects where appropriate (i.e., outside of residential areas).

Responsible Agency and Authority for Implementation: This measure will be evaluated by the City of Fresno Public Works Department.

Implementation Schedule: This measure will be evaluated for implementation.

Level of Personnel and Funding Allocated for Implementation: No funding is proposed for this measure.

Enforcement Program: This measure could involve the development of an ordinance, regulation, or rule requiring enforcement.

Monitoring Program: The City of Fresno will submit progress reports as required.

## City of Fresno RACM #15

### Incentives to Increase Density Around Transit Centers

**Measure Description:** This measure is intended to lower travel by increasing residential and commercial density in areas near transit. As part of every development approval process the City of Fresno incorporates as necessary strategies from the San Joaquin Valley Air Pollution Control District (SJVAPCD) Guidelines for Air Quality Impacts incorporates. This document also includes a modeling tool for various levels of project emissions and provides mitigation strategies.

Additional land use strategies and implementation programs are presented by the proposed 2025 Fresno General Plan including a comprehensive update of the Zoning Ordinance, Development Standards, and Capital Facility Planning and Funding Strategies to facilitate intensified development within activity centers along principal transit corridors. These programs will be pursued upon adoption of the Fresno 2025 General Plan which is expected to occur in September 2002.

**Responsible Agency and Authority for Implementation:** This measure will be implemented by the City of Fresno Planning and Development Department.

**Implementation Schedule:** The implementation of this measure is ongoing.

**Level of Personnel and Funding Allocated for Implementation:** The funding for this measure is part of the City of Fresno annual budget.

**Enforcement Program:** This measures does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

## City of Fresno RACM #16

### Establish Auto Free Zones and Pedestrian Malls and Encourage Pedestrian Travel By Enhancing Facilities

**Measure Description:** This measure proposes to establish auto free zones and pedestrian malls, where appropriate, and encourage the use of pedestrian travel as an alternative to automotive travel. Several auto free zones or auto limited pedestrian malls have been established and are being maintained within the Central Business District area. The appropriateness of additional auto free areas or malls will be further considered in the future as funding becomes available.

Pedestrian travel is quite feasible for short shopping, business, or school trips and is facilitated by the implementation of adopted ordinances and standards, including the Fresno Municipal Code (Zoning Ordinance) Section 12-222.5E.2, which requires installation of landscaping along all major streets with a street tree spacing of one tree every 60 feet.

**Responsible Agency and Authority for Implementation:** This measure will be implemented by the City of Fresno Planning and Development Department.

**Implementation Schedule:** Implementation is currently in progress for this measure.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure is allocated through the City of Fresno annual budget.

**Enforcement Program:** This measures does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

City of Fresno RACM #17

Enhance Bicycle/Pedestrian Programs,  
Encourage Bicycle Travel, Develop Bicycle Travel  
Facilities, Bicycle Lanes and Other Related Facilities

**Measure Description:** This measure is intended to promote bicycle travel to reduce automobile use and improve air quality. Bikeway system planning, and routes for intercity bike trips help cyclists avoid other, less safe facilities. Another area for potential action is the development and distribution of educational material, regarding bicycle use and safety. The City Planning and Development Department currently has a Master Trails Plan for providing guidance and implementation of bikeways. The City also receives Congestion Mitigation and Air Quality (CMAQ) funds and Transportation Enhancement Act (TEA) funds for bicycle projects throughout the City.

The City has planned for a network of bikeways throughout the metropolitan area and will evaluate the feasibility of a comprehensive bicycle/pedestrian plan as funds become available.

**Responsible Agency and Authority for Implementation:** This measure will be implemented by the City of Fresno Planning and Development Department.

**Implementation Schedule:** Implementation is currently in progress for this measure.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure is allocated through the City of Fresno annual budget in the amount of \$1.7 million in Congestion Mitigation and Air Quality (CMAQ) funds.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

## City of Fresno RACM #18

### Close Certain Roads for Use by Non-Motorized Traffic or During Special Events for Use by Bikes and Pedestrians

**Measure Description:** This measure encourages the closing of certain roads for use by non-motorized traffic during special events, weekends, or certain times of the day. The City of Fresno Planning and Development Department works closely with the community in closing roads for non-motorized traffic during a broad variety of special events such as parades or celebrations particularly within the Central Business District and the Tower District.

**Responsible Agency and Authority for Implementation:** This measure will be implemented by several City Departments (Police Department; Public Works; Parks and Recreation, and Planning and Development).

**Implementation Schedule:** Implementation is currently in progress for this measure.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure is allocated through the City annual budget.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

City of Fresno RACM #19

Provide Funding so Volunteers Do Not Have to Pay the Cost of Trail  
Creation and Maintenance

**Measure Description:** This measure is intended to provide funding so volunteers do not have to pay the cost of trail creation and maintenance. The City of Fresno Planning and Development Department has assisted in the development of volunteer trails including the Sugar Pine and Eaton trails in the northern part of the City. As a result, the City currently maintains these trails which reduces the cost or need of volunteers or non-profit agencies such as Tree Fresno to be burdened with the ongoing costs associated with this type of project. The City also maintains pathway areas with General Fund resources and Community Facilities District funds.

**Responsible Agency and Authority for Implementation:** This measure will be implemented by several City departments (Police Department; Public Works; Parks and Recreation and Planning and Development).

**Implementation Schedule:** Implementation is currently in progress for this measure.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure is allocated through the City annual budget.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

City of Fresno RACM #20

Bicycle Racks on Buses

Measure Description: This measure promotes the placement of bicycle racks on buses to encourage bicycle travel.

Responsible Agency and Authority for Implementation: This measure will be implemented by the City of Fresno/Fresno Area Express (FAX).

Implementation Schedule: In 1998, FAX completed a systemwide bicycle rack program by installing bicycle racks on all of its buses. The 108 buses each have a rack that will accommodate two bicycles per bus, and since 1998, the racks have been used extensively. At this time, there are no further plans to enhance the program because of the bus space limitations of placing more racks on the buses.

Level of Personnel and Funding Allocated for Implementation: The cost associated with this strategy have been expended.

Enforcement Program: This measure does not represent an ordinance, regulation, or rule requiring enforcement.

Monitoring Program: The City of Fresno will submit progress reports to the City.

## City of Fresno RACM #21

### Development of Bicycle Travel Facilities

**Measure Description:** This measure encourages a variety of capital improvements to increase bicycle use such as marking travel facilities with signs and providing adequate maintenance. In addition, promote off-street bikeways where high speed roadways preclude safe bicycling. The City of Fresno Public Works Standards (Standard Drawing p-61 Bike Lane Detail) requires the accommodation of bicycle lanes within all new or substantially expanded major street rights-of-ways at the time of development and permit approval.

**Responsible Agency and Authority for Implementation:** This measure is being implemented by the City of Fresno Planning and Development Department.

**Implementation Schedule:** Implementation is currently in progress for this measure.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure is allocated through the City of Fresno annual budget.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.



## City of Fresno RACM #22

### Expedite Bicycle Projects

**Measure Description:** This measure encourages the creation of a bicycle and pedestrian Master Plan and build out at an accelerated rate. The City has adopted a Master Trails Plan as well as bikeway elements of the proposed Fresno 2025 General Plan along with numerous community and specific plans for providing guidance and implementation of bikeways. Major bikeway alignments are also included in the Regional Transportation Plan (RTP). The City also receives Congestion Mitigation and Air Quality (CMAQ) and Transportation Enhancement Act (TEA) funds for bicycle projects throughout the City. The City will continue to fund bicycle projects as funds become available.

**Responsible Agency and Authority for Implementation:** This measure is being implemented by the City of Fresno Public Works Department.

**Implementation Schedule:** Implementation is currently in progress for this measure.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure is allocated through the City of Fresno annual budget.

**Enforcement Program:** This measures does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

## City of Fresno RACM #23

### Provide Bike/Pedestrian Facility Bike Patrols

**Measure Description:** This measure would provide bike/pedestrian facility bike patrols. The City of Fresno Police Department currently provides bike patrols to various neighborhoods within the City; implemented a mounted horse patrol unit for use in specific areas or circumstances; and off-road motorcycle personnel for policing of trails. The City has also implemented a Problem Oriented Police Program which facilitates focusing upon specific community concerns such as bike paths and trails.

**Responsible Agency and Authority for Implementation:** This measure is being implemented by the City of Fresno Police Department.

**Implementation Schedule:** Implementation is currently in progress for this measure.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure is allocated through the City of Fresno annual budget.

**Enforcement Program:** This measures does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

City of Fresno RACM #24

Require Inclusion of Bicycle Lanes on State or Federally Funded  
Thoroughfare Projects

Measure Description: This measure requires the inclusion of bicycle lanes on State or Federally funded projects. The City of Fresno strives to provide adequate right-of-way for bike lanes along all major streets to the extent economically and physically feasible, including streets that are improved with Federal or State funds. Alternative bike routes are inappropriate on those major streets where adequate right-of-way cannot be obtained without substantial detriment to adjacent property uses.

Responsible Agency and Authority for Implementation: This measure is being implemented by the City of Fresno Public Works Department.

Implementation Schedule: Implementation is currently in progress for this measure.

Level of Personnel and Funding Allocated for Implementation: Funding for this measure is allocated through the City annual budget process.

Enforcement Program: This measure does not represent an ordinance, regulation, or rule requiring enforcement.

Monitoring Program: The City of Fresno will submit progress reports as required.

## City of Fresno RACM #25

### Land Use/Development Options

**Measure Description:** This measure includes encouraging land use patterns which support public transit and other alternative modes of transportation. In general, this measure would also encourage land use patterns designed to reduce travel distances between related land uses. The City of Fresno is currently implementing this measure through the adoption of General Plan strategies, the Zoning Ordinance, and other legislative measures. These documents provide the flexibility for development standards to accommodate mixed use, density transfer and modification of other regulatory measures to facilitate development that reduces dependence upon the single-occupant vehicle. Additional land use strategies and implementation programs are included in the proposed 2025 Fresno General Plan, including a comprehensive update of the Zoning Ordinances, Development Standards, and Capital Facility planning and funding strategies. These programs will be pursued upon adoption of the proposed Fresno 2025 General Plan which is expected to occur in September 2002.

**Responsible Agency and Authority for Implementation:** This measure is being implemented by the City of Fresno Planning and Development Department.

**Implementation Schedule:** Implementation is currently in progress for this measure.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure is allocated through the City of Fresno annual budget.

**Enforcement Program:** This measures does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

## City of Fresno RACM #26

### Evaluation of Air Quality Impacts of New Development and Mitigation of Adverse Impacts, Including Enforcement of Traffic, Parking, and Air Pollution Regulations

**Measure Description:** This measure is to evaluate the air quality impacts of new development and mitigate any adverse impacts. Included in the development approval process, the City of Fresno Planning and Development Department incorporates as necessary strategies from the San Joaquin Valley Air Pollution Control District (SJVAPCD) Guidelines for Air Quality Impacts. This document also includes a modeling tool for various levels of project emissions and provides mitigation strategies. The City also implements this measure through the development entitlement consideration process and environmental review of the California Environmental Quality Act (CEQA). In addition, the City complies with Regulation VIII, Fugitive Dust Rule, which was developed by the SJVAPCD and applies to all new development projects.

**Responsible Agency and Authority for Implementation:** This measure is being implemented by the City of Fresno Planning and Development Department.

**Implementation Schedule:** Implementation is currently in progress for this measure.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure is allocated through the City of Fresno annual budget.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

City of Fresno RACM #27

Pedestrian and Bicycle Overpass Where Safety Dictates

**Measure Description:** This measure encourages the implementation of pedestrian and bicycle overpasses as development occurs. The City's Public Works Department currently is evaluating overpass projects along the Sugar Pine bike/pedestrian trail at Shepherd and will continue to evaluate the potential for this type of project as the need arises.

**Responsible Agency and Authority for Implementation:** This measure is being implemented by the City of Fresno Public Works, and Planning and Development Departments.

**Implementation Schedule:** Implementation is currently in progress for this measure.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure is allocated through the City of Fresno annual budget.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

## City of Fresno RACM #28

### Alternative Fuels Program

**Measure Description:** This measure encourages the purchase of alternative fuel vehicles. The City of Fresno General Services Department/Fleet Division will continue to evaluate the feasibility of all low emission technologies including alternative fuels, hybrid, and new reformulated fuels. The City will also work closely with various regulatory bodies such as the California Air Resources Board (CARB) and the San Joaquin Valley Air Pollution Control District (SJVAPCD) to acquire funding for the program. Specific projects that have been funded are as follows:

- Purchase of alternative fuel, ULEV or hybrid electric cars and trucks.
- Purchase of (25) compressed natural gas buses.
- Construction of a CNG Fueling Station for Fresno Area Express.

**Responsible Agency and Authority for Implementation:** This measure is being implemented by the City of Fresno/Fresno Area Express (FAX).

**Implementation Schedule:** Implementation is currently in progress for this measure.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure is allocated through the City of Fresno annual budget.

**Enforcement Program:** With the exception of the CARB Transit Fleet Rule, this measures does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required. FAX will submit annual reports to CARB pursuant to the Transit Fleet Rule.

## City of Fresno RACM #29

### Consolidation of Public Transit Operators

**Measure Description:** The purpose of this measure is to consider the consolidation of public transit agencies within Fresno County into one single agency. Transit services are provided within Fresno County by Fresno Area Express (FAX), Clovis Transit, and numerous local agencies organized under the umbrella of the Fresno County Rural Transit Agency (FCRTA). FAX is a department of the City of Fresno and receives funding from the County of Fresno for service into the unincorporated areas of the City. The City of Clovis provides service primarily within its City limits, and receives limited service from FAX through contractual agreements. The FCRTA consists of 17 rural subsystems which function using private contractors or private non-profit contracts through the Rural Consolidated Transportation Service Agency (CTSA). The City of Fresno is considering the feasibility of consolidating transit as well as a variety of other City and County services. However, the City of Fresno does not have the authority to unilaterally form a transit district.

**Responsible Agency and Authority for Implementation:** Unknown.

**Implementation Schedule:** The implementation of a single transit agency within Fresno County is not within the legal jurisdiction of the City of Fresno.

**Level of Personnel and Funding Allocated for Implementation:** Any costs associated with the consolidation of transportation agencies would be allocated through the City of Fresno annual budget.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** None.



## City of Fresno RACM #30

### Transit Bus Stop Improvements

**Measure Description:** The purpose of this measure is to encourage the use of public transit by improving passenger facilities including transit centers, installing shelters, benches, etc.

**Responsible Agency and Authority for Implementation:** This measure will be implemented by the City of Fresno/Fresno Area Express (FAX).

**Implementation Schedule:** FAX has developed an ongoing transit stop improvement program that involves the maintenance of over 1,900 bus stops, 580 benches, and more than 200 shelters. Transit bus stop improvements are generally provided by FAX through grant funds acquired from the Federal Transit Administration (FTA). The FTA requires that at least 10% of a recipient's 5307 grant funds be used to improve passenger amenities. In some cases, private developers (as conditions of project approval) have also provided funding for facilities or improvements.

**Level of Personnel and Funding Allocated for Implementation:** Administration of plan developments for this project involves budgeted costs in the Capital Improvement Plan for full-time employees, and transit improvements.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** FAX will submit progress reports to the City of Fresno, County of Fresno Council of Governments (COFCG), and FTA as requested.

## City of Fresno RACM #31

### Transit Productivity Improvements and Ridership Targets

**Measure Description:** The purpose of this measure is to evaluate current service levels and determine what changes could be implemented that would result in increased productivity. Currently, a Transit Productivity Evaluation is prepared annually to assess services provided by Fresno Area Express (FAX). This report is intended to provide FAX with information for assessing on-time performance and other transit efficiencies. In 2001, FAX hired a consulting firm to prepare a Long Range Master Transit Plan to assist in identifying areas for future improvements. FAX participates in an annual Unmet Transit Needs Process, Regional Transportation Plan, and Short Range Transit Plan updates, as well as triennial and annual audits conducted by the Federal Transit Administration (FTA) and State of California.

It should be noted that Fresno's current Measure C sales tax is set to expire in 2006, with a new Measure C expenditure plan on the ballot in November 2002. If successful, this measure could raise as much as \$2.8 billion that would be used to support transportation projects over a 30-year period. Thirteen percent (13%) of these funds will be allocated toward improving public transit within Fresno County.

**Responsible Agency and Authority for Implementation:** This measure will be implemented by the City of Fresno/Fresno Area Express (FAX) and the County of Fresno Council of Governments (COFCG).

**Implementation Schedule:** These various plans and documents are prepared on an ongoing basis.

**Level of Personnel and Funding Allocated for Implementation:** The City of Fresno and COFCG are responsible for transit planning and program implementation. Additional sources of operating revenue such as fare box, Federal and State grants, will all be assessed.

**Enforcement Program:** Enforcement is, and would be based on those dedicated funding measures enacted by the various local electorates.

**Monitoring Program:** Reports to the City of Fresno Mayor and the City of Fresno Council, COFCG Board and governing bodies or participating member jurisdictions will be provided as required.

# **EXHIBIT B**

**REASONABLY AVAILABLE  
CONTROL MEASURES (RACM) NOT  
RECOMMENDED AT THIS TIME**

**Transit Service Improvements in Combination With  
Park and Ride Lots and Parking Management**

**Measure Description:** This measure encourages the development of Park and Ride Lots. The City of Fresno is not responsible for constructing or providing Park and Ride facilities. It is the responsibility CalTrans to assist in the development and construction of Park and Ride Lot facilities within Fresno County. In the interim, Fresno Area Express (FAX) will continue to work with large employer groups and elected officials in identifying potential Park and Ride Lot facilities that can be established at shopping centers or churches.

**Responsible Agency and Authority for Implementation:** City of Fresno/Fresno Area Express (FAX).

**Implementation Schedule:** No implementation is proposed for this measure at this time.

**Level of Personnel and Funding Allocated for Implementation:** No funding is currently allocated for this measure.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** FAX will submit annual progress reports to the City of Fresno Mayor and the City of Fresno Council.

## **Increase Parking At Transit Centers or Other Developments**

**Measure Description:** This measure is promoting the development of increased parking at transit centers and other developments. No additional parking is currently mandated at or near transit centers or stops. The City of Fresno will evaluate future parking requirements as part of the proposed Fresno 2025 General Plan.

**Responsible Agency and Authority for Implementation:** City of Fresno Public Works and Planning and Development Department.

**Implementation Schedule:** Implementation will be evaluated as part of the proposed Fresno 2025 General Plan.

**Level of Personnel and Funding Allocated for Implementation:** No funding is currently allocated for this measure.

**Enforcement Program:** This measure may require changes to existing ordinances, regulations, or rules requiring enforcement.

**Monitoring Program:** No program is in place at this time.

## Reversible Lanes

**Measure Description:** This measure is to implement reversible lanes on arterial streets to improve traffic flow where appropriate. The City of Fresno has developed a Citywide Traffic Control System that includes coordinated signals which allows for a smooth flow of traffic at major intersections especially during peak periods. This strategy will be implemented to achieve the equivalent benefits in lieu of reversible lanes.

**Responsible Agency and Authority for Implementation:** This measure is not recommended as a strategy by the City of Fresno Public Works Department.

**Implementation Schedule:** No schedule is being proposed for this measure.

**Level of Personnel and Funding Allocated for Implementation:** No funding is being proposed for this measure.

**Enforcement Program:** This measure may require changes to existing ordinances, regulations, or rules requiring enforcement.

**Monitoring Program:** No program in place at this time.

## Re-Designate Streets to Improve Traffic Flow Where Appropriate

**Measure Description:** This measure would re-designate streets to improve traffic flow where appropriate (i.e., conversion to one-way streets). The City of Fresno has developed a Citywide Traffic Control System that includes coordinated signals which allows for a smooth flow of traffic at major intersections especially during peak periods. This strategy will be implemented to achieve the equivalent benefits of reversible lanes.

**Responsible Agency and Authority for Implementation:** The City is in the process of evaluating transportation issues associated with Downtown, including traffic, pedestrian access, etc. As such, this measure is not being recommended by the City of Fresno Public Works Department until such time that further analysis can be conducted.

**Implementation Schedule:** No schedule is currently being proposed for this measure.

**Level of Personnel and Funding Allocated for Implementation:** No funding is being proposed for this measure.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

## Changeable Lane Assignments

**Measure Description:** This measure is designed to increase the number of one way lanes going in congested flow direction during peak period traffic hours. This measure is not being proposed by the City at this time since it is an unproven technique for increasing traffic capacity or improving operations. Furthermore, current studies have provided insufficient data to adequately determine the safety risks of this measure. In addition, this measure is not sanctioned by the Department of Transportation (DOT) because it is not effective in mitigating safety issues nor air quality concerns.

**Responsible Agency and Authority for Implementation:** This measure is not being proposed by the City Public Works Department.

**Implementation Schedule:** No schedule is being proposed for this measure.

**Level of Personnel and Funding Allocated for Implementation:** No funding is being proposed for this measure.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.



## Free Paratransit (Handy Ride) Service

**Measure Description:** This measure encourages the provision of free paratransit service to reduce traffic. The City of Fresno is always working with the public and private sector stakeholders in evaluating options for providing services for special events throughout the City. The availability of free service on Handy Ride would exacerbate an already constrained system. Also, the additional trips would only increase vehicle miles traveled and increase emissions since services are available for individuals who are disabled and unable to drive.

**Responsible Agency and Authority for Implementation:** No implementation is proposed for this measure.

**Implementation Schedule:** No implementation is proposed for this measure.

**Level of Personnel and Funding Allocated for Implementation:** No funding will be allocated for this measure.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

## Provide Free Bikes

**Measure Description:** This measure encourages the provision of free bikes to stimulate non-motorized travel. The City of Fresno participated in the "yellow bike" program a few years ago, and within one month, all of the bikes were stolen.

**Responsible Agency and Authority for Implementation:** No implementation is proposed for this measure by the City of Fresno.

**Implementation Schedule:** Implementation is not proposed for this measure.

**Level of Personnel and Funding Allocated for Implementation:** No funding will be allocated for this measure.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City Planning and Development Department will submit annual progress reports to related funding agencies as required by law or statute.

## Turn Off Engines While Stranded in Traffic

**Measure Description:** This measure would involve programs that turn off engines while stranded in traffic. The City of Fresno Planning and Development Department does not recommend implementing this measure since there is insufficient data regarding emission reductions for this type of measure.

**Responsible Agency and Authority for Implementation:** No implementation is proposed for this measure by the City of Fresno.

**Implementation Schedule:** Implementation is not proposed for this measure.

**Level of Personnel and Funding Allocated for Implementation:** No funding will be allocated for this measure.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

## Fixed Lanes for Buses and Carpools

**Measure Description:** The measure would provide for fixed lanes for buses and carpools on arterial streets where appropriate. The City will continue to examine the feasibility of this measure as information and funding becomes available. The conversion of existing lanes for carpools and buses where congestion currently does not exist could in itself develop congestion and increase emissions due to fewer available lanes.

**Responsible Agency and Authority for Implementation:** This measure will be evaluated by the City of Fresno Public Works Department.

**Implementation Schedule:** No schedule has been established for this measure at this time.

**Level of Personnel and Funding Allocated for Implementation:** Funding for this measure is not being proposed at this time.

**Enforcement Program:** This measure does not represent an ordinance, regulation, or rule requiring enforcement.

**Monitoring Program:** The City of Fresno will submit progress reports as required.

# **EXHIBIT C**

**MEASURES RECOMMENDED BY THE SAN JOAQUIN  
VALLEY TRANSPORTATION PLANNING AGENCIES  
FOR REGIONAL CONSIDERATION  
OF REASONABLY AVAILABLE  
CONTROL MEASURES (RACM)**

# EXHIBIT A RECOMMENDED RACM LIST

1	Improve Regional Bus Program	Identify various strategies to improve public transit within the region.	Improvements outlined in long range transit plan, Regional transportation plan, General Plan and proposed Measure C expenditure plan.
2	Transit Access to Airports	Provide transit services to airports. Implemented.	Provided within current service levels
3	Study Benefits of Bus Retrofit Program	Evaluate the feasibility of reducing emissions from diesel buses. FAX is also in the process of purchasing CNG buses as part of a long term fleet conversion.	In progress. Funding for retrofits contained in FAX's FY03 Budget. Required by CARB Transit Fleet Rule
4	Mass Transit Alternatives, Expansion or Or Improvement of Public Transit	Evaluate other alternatives including people movers, light rail, etc., as well as the expansion and/or improved of public transit services.	Improvements outlined in long range transit plan, Regional transportation plan, General Plan and proposed Measure C expenditure plan.
5	Free Transit During Special Events	Provide free transit service for special events within the community.	Implemented. Already contained in the Master Fee Schedule.
6	Develop Intelligent Transportation Systems to Better Coordinate Traffic Signal Systems Traffic Flow Improvements	Implement various strategies such as street light synchronization, traffic management center, and develop a city-wide transportation plan.	Project delivery in progress as part of the City's Traffic Synchronization Project. Staff is pursuing the development of a City wide transportation plan.
7	Reduce Traffic Congestion at Major Intersections That Are Site Specific Transportation Control Measures That Optimize Traffic Signal Timing	Develop measures that reduce traffic congestion such as improving intersection design, installation of new equipment that improves traffic control or optimizes signal light queuing.	Project delivery in progress as part of the City's Traffic Synchronization Project. Staff is pursuing the development of a City wide transportation plan
8	Removal of on Street Parking	Requires "off street" parking at commercial	Contained in Fresno Municipal Code,

		or industrial sites.	Chapter 12
9	<b>Bus Pullouts in Curbs for Passenger Loading</b>	Evaluate site plan proposals for appropriate use of bus pullouts.	Already Required
10	<b>Scheduling Road Maintenance to Exclude Ozone Action Days When Activities Involve Lane Reductions on Heavily Utilized Roads</b>	Evaluate the feasibility of coordinating work schedules in response to high ozone periods.	Labor contracts already contain language allowing for changes in work schedules. May require modification to existing noise ordinance.
11	<b>Remove Stop Signs and Signals That Don't Meet Warrants.</b>	Pursue the removal of stop signs which do not meet warrants.	On going evaluation
12	<b>Consider Alternatives to Left Turns</b>	Evaluation of left turn strategies such as roundabouts, grade separations, and signalization projects.	On going evaluation
13	<b>Adaptive Traffic Signals and Signal Timing</b>	Development of a Citywide high peak travel period plan through the installation of 470 cameras at intersections.	Citywide High Peak Travel Period Plan
14	<b>Minimize Impact of Construction on Traveling Public</b>	Evaluate the feasibility of prohibiting lane closures during peak travel periods for purposes of construction.	See City RACM #11 Will include requirement in bid specifications when appropriate.
15	<b>Incentives to Increase Density Around Transit Centers</b>	The proposed Fresno 2025 General Plan encourages higher residential and commercial densities in areas near transit and will be pursued upon adoption.	2025 General Plan
16	<b>Establish Auto Free Zones and Pedestrian Malls and Encourage Pedestrian Travel By Enhancing Facilities</b>	The development of auto free zones and pedestrian malls where appropriate. Encouragement of pedestrian travel by requiring appropriate landscaping along major streets.	Implemented. See Fresno Municipal Code (Zoning Ordinance) Section 12-222.5E.2
17	<b>Enhance Bicycle/Pedestrian Programs, Encourage Bicycle Travel, Develop of Bicycle Travel Facilities, Bicycle Lanes and Other</b>	Evaluate the feasibility of a Citywide Bicycle/Pedestrian Plan as funding becomes available.	City of Fresno Master Trails Plan

	Related Facilities		
18	<b>Close Certain Roads for Use by Non-motorized Traffic or for Special Events for Use by Bikes and Pedestrians</b>	Continue to work with community groups to close off roads for special events such as parades and celebrations.	Implemented on a case by case basis.
19	<b>Provide Funding So Volunteers Do Not Have to Pay the Cost of Trail Creation and Maintenance</b>	Provide ongoing maintenance for projects such as the Sugar Pine and Eaton Trails. Implemented.	Provided within existing services
20	<b>Bike Racks on Buses</b>	Encourage the continued use of the bicycle racks available on all FAX buses.	Provided within existing services
21	<b>Development of Bicycle Travel Facilities</b>	Evaluate the feasibility of a Citywide Bicycle/Pedestrian Plan as funding becomes available	Contained in existing Public Works Standards (Standard Drawing p-61 Bike Lane Detail
22	<b>Expedite Bicycle Projects</b>	The City will continue to fund projects from as funding becomes available.	Implemented.
23	<b>Provide Bike/pedestrian Facility Bike Patrols</b>	The Police Department will continue to evaluate its existing bike patrol program.	Public Works Standard Drawing p-61
24	<b>Require Inclusion of Bicycle Lanes on State or Federally Funded Thoroughfare Projects</b>	Encourage the inclusion of bicycle lanes where appropriate.	Public Works Standard Drawing p-61.
25	<b>Land Use/development Options</b>	The proposed Fresno 2025 General Plan encourages land use patterns which are compatible with transit and will be pursued upon adoption.	Proposed in 2025 General Plan
26	<b>Evaluation of Air Quality Impacts of New Development and Mitigation of Adverse Impacts, Including Enforcement of Traffic, Parking, and Air Pollution Regulations</b>	Continue to evaluate projects for their impacts on air quality and mitigate where appropriate.	Contained in the City of Fresno Planning and Development Department project review process
27	<b>Pedestrian and Bicycle Overpass Where Safety Dictates</b>	The City is currently evaluating the necessity for a pedestrian overpass along the Sugar Pine train and will continue to evaluate bike overpasses as the need arises.	On going evaluation



28	<b>Alternative Fuels Program</b>	The Fleet Management Division will continue to evaluate alternative fuels and other low <sup>w</sup> emission technologies where feasible. FAX will continue its conversion to alternative fuels and retrofitting existing diesel engines.	See City RACM #3
29	<b>Consolidation of Public Transit Operators</b>	The development of a Regional Transit District has been considered, however, the City of Fresno can not act unilaterally in its formation.	Will be evaluated as part of a study to consolidate various services provided by the County and City.
30	<b>Transit Stop Improvements</b>	Continue to pursue the improvement of transit passenger amenities as appropriate.	Provided within current service levels
31	<b>Transit Productivity Improvements and Ridership Targets</b>	FAX will continue to evaluate productivity evaluations in an effort to identify opportunities for improvements through annual satisfaction survey, in service audits, and participating in the region's unmet needs process.	Annual satisfaction surveys and "in service audits" are provided within current service levels.

**EXHIBIT B**  
**RACM NOT RECOMMENDED**  
**FOR IMPLEMENTATION AT THIS TIME**

1	<b>Transit Service Improvements in Combination with Park and Ride Lots and Parking Management</b>	The City of Fresno does not provide Park and Ride lots and will rely on Caltrans for their development. In the interim, FAX will coordinate such services using existing parking lots.
2	<b>Increase Parking At Transit Centers or Other Developments</b>	No parking is being provided by the City of Fresno at transit centers and will be evaluated as funds become available.
3	<b>Reversible Lanes</b>	The City of Fresno has developed a Citywide Traffic Control System which allows for smooth traffic at major intersections and will provide the equivalent emission benefit.
4	<b>Redesignate Streets to Improve Traffic Flow Where Appropriate</b>	This measure is not recommended by the City of Fresno Public Works Department until which time that further analysis can be conducted.
5	<b>Changeable Lane Assignments</b>	This strategy is not being proposed as it has not been sanctioned by the Department of Transportation.
6	<b>Free Paratransit (Handy Ride) Services</b>	The provision of free service on the Handy Ride system would exacerbate an already constrained system.
7	<b>Provide Free Bikes</b>	The City of Fresno implemented the yellow bikes program a few years ago and within one month all the bikes were stolen.
8	<b>Turn Off Engines While Stranded in Traffic</b>	To date, there is insufficient data regarding emissions reductions for this type of measure.
9	<b>Fixed Lanes for Buses and Carpools</b>	The conversion of fixed lanes for carpools and buses where congestion does not exist could in itself develop congestion due to fewer available lanes and result in additional emissions.

## **Attachment A**

### **COMMITMENTS TO IMPLEMENT BEST AVAILABLE CONTROL MEASURES IN THE SAN JOAQUIN VALLEY PM-10 PLAN**

#### **Measure Title 1: Erosion Clean Up.**

**Measure Description:** This measure involves mud and dust erosion from residential and commercial sites which crosses property lines and goes onto traffic surfaces, contributes to paved road silt loadings, and in turn increases paved road emissions. Some corrective actions include: chemically stabilizing diversion dikes, channel diversion, silt fences, straw bales, and excelsior net tubs. In addition, the removal of debris/material from roadways following rain runoff should be considered within 24 hours of notification using street sweepers or other appropriate equipment as needed.

**Responsible Agency and Authority for Implementation:** The City of Fresno Planning & Development Department/Building Division, Public Utilities Department, Solid Waste Division/Street Sweeping Section will implement this measure. In addition, the Federal Water Pollution Control Act through the National Pollutant Discharge Elimination System (N.P.D.E.S.) discharges permits which enforces the Storm Water Pollution Prevention Plan (S.W.P.P.P.).

**Implementation Schedule:** All construction site access is checked one to three times each month for compliance to access requirements. Enforcement began on January 1, 2002, and additional street sweeping occurs within notification of occurrence.

**Level of Personnel and Funding Allocated for Implementation:** Employees are assigned in the Planning & Development Department/Building Division for PM-10 compliance. Funding is provided each year for dust and mud monitoring onto city streets. Funding for street sweeper operators and leadworkers is assigned to the Solid Waste Division/Street Sweeping Section.

**Enforcement Program:** This measure is overseen by the Planning & Development Department/Building Division which provides correction notices to the developer or owner of the site. The site is then revisited within three days to check for compliance. The Solid Waste Supervisor monitors street sweeping on an ongoing basis.

**Monitoring Program:** The City of Fresno Public Works Department oversees the City's dust and mud monitoring rules. The City of Fresno has entrance stabilizing guidelines and a local ordinance for dust control on private property.

#### **Measure Title 2: Intensive Street Cleaning Requirements for Industrial Paved Roads and Streets Providing Access to Industrial/Construction Sites.**

**Measure Description:** This measure involves the frequent sweeping and/or cleaning of paved roads, including the flushing of paved roads as a mitigation measure against paved road surface dust loading.

Other acceptable methods include vacuum and regenerative sweeping and the use of high-pressure water sprays. The use of water sprays and other water cleaning methods assumes compliance with N.P.D.E.S. regulations.

**Responsible Agency and Authority for Implementation:** The City of Fresno Public Utilities Department, Solid Waste Division/Street Sweeping Section will implement this measure. In addition, the City of Fresno has Standards Specifications.

**Implementation Schedule:** Paved roads in industrial areas of the city are included on the regular street sweeping schedule conducted by the City of Fresno Public Utilities Department. Sweeping is done on a bimonthly basis. In addition, construction site access is checked one to three times each month for compliance to access requirements as part of the inspections. It is to be noted that the routine sweeping conducted by the City of Fresno does include areas with construction site access points. Extraordinary cleanup needs will be identified by the inspection process.

**Level of Personnel and Funding Allocated for Implementation:** City staff in the Public Utilities Department conducts routine sweeping. Funding for sweeping is included in the User Fees collected from all property owners in the city. For construction site access needs, employees are assigned to PM-10 compliance.

**Enforcement Program:** Routine sweeping in the industrial areas does not require an enforcement/monitoring program. For enforcement/monitoring needs with respect to construction site access issues, the City of Fresno Building Division gives Correction Notices to the developer or owner. The site is then revisited within three days to check for compliance.

**Monitoring Program:** The City of Fresno has a dust and mud monitoring rules.

### **Measure Title 3: Paving or Stabilizing Unpaved Roads and Alleys.**

**Measure Description:** This measure encourages the paving of any existing unpaved roads and discourages the existence of new non-temporary unpaved roads within a municipality.

**Responsible Agency and Authority for Implementation:** The City of Fresno Public Works Department is responsible for the design and construction of paving unpaved roads and alleys within the City's limits. The City of Fresno Public Works Department is in the process of developing an inventory of all unpaved roads and alleys within its City limits

**Implementation Schedule:** Upon completion of the City unpaved road inventory, the City will prioritize the list of unpaved roads and alleys and will pave such roads and alleys using available local monies and County of Fresno Community Development Block Grant (CDBG) funds.

**Level of Personnel and Funding Allocated for Implementation:** Public Works is responsible for the identification and design of the roadways. Construction funding is dependent upon the City of Fresno Annual Budget and available County of Fresno Community Development Block Grants (CDBG) funding.

**Enforcement Program:** This measure will be monitored by City of Fresno Public Works Department. The Public Works Department will continue to inventory all unpaved roads and alleys for inclusion in the City's Capital Improvement Plan and will pave roads and alleys based on funding availability.

**Monitoring Program:** The City of Fresno Public Works Department is responsible for all dust and mud monitoring rules.

**Copy of Ordinance, Rule or Regulation:** Major Street Development Ordinance.

**Measure Title 4: Frequent Routine Sweeping or Cleaning of Paved Roads Incorporating Curbs and Gutters.**

**Measure Description:** This measure includes paved road sweeping to act as a mitigation measure for paved roads with surface dust loading. The regular sweeping of paved roads with curb and gutters in developing areas will be phased in as occupancy occurs. In addition, prior to occupancy, street sweeping shall be maintained by certified regenerative air sweepers. The City of Fresno currently has two certified street sweepers that meet PM-10 requirements.

**Responsible Agency and Authority for Implementation:** The City of Fresno Public Utilities Department, Solid Waste Division/Street Sweeping Section will be responsible for this measure. The City of Fresno Public Works Department/Capital Division is responsible prior to occupancy to ensure that the developer maintains the sweeping of streets prior to development. Following occupancy, the Public Utilities Department, Solid Waste Division/Street Sweeping Section provides perpetual sweeping services for streets with curbs and gutters.

**Implementation Schedule:** Currently, only streets with curbs and gutters are swept twice monthly. Prior to occupancy within new developments, the City of Fresno Public Works Department/Capital Division shall require developer to provide appropriate cleaning cycle. Immediately following occupancy, the City of Fresno will provide sweeping for all city streets with curbs and gutters.

**Level of Personnel and Funding Allocated for Implementation:** All leadworkers and street sweeper operators are budgeted within the Public Utilities Department. One-half inspector is budgeted within the Public Works Department/Capital Division.

**Enforcement Program:** The Solid Waste Supervisor monitors street sweeping. The City's Public Works/Capital Division monitors road development prior to occupancy. If a specific property owner is identified, the property owner is required to perform/fund cleanup. In development areas, the City requires the developer to maintain the streets.

**Monitoring Program:** The City of Fresno Fleet Maintenance Division maintains street cleaning equipment.

**Copy of Ordinance, Rule, or Regulation:** None.

**Measure Title 5: Paving, Vegetating, and Chemically Stabilizing Unpaved Access Points onto Paved Roads (Especially Adjacent to Construction/Industrial Sites).**

**Measure Description:** This measure addresses the mud and dirt carry out from unpaved areas such as construction sites which often account for a substantial fraction of paved road silt loadings in many areas. The elimination of this carry out may significantly reduce paved road emissions. This measure encourages the paving, vegetating, or chemically stabilizing of access points where unpaved traffic surfaces adjoin paved roads.

**Responsible Agency and Authority for Implementation:** The City of Fresno Planning & Development Department/Building Division and the Federal Water Pollution Control Act, which enforces the Storm Water Pollution Prevention Plan (S.W.P.P.P), will be responsible for implementing this measure.

**Implementation Schedule:** Each construction site access is checked one to three times each month for compliance to access requirements. The enforcement of this measure began on January 1, 2002.

Level of Personnel and Funding Allocated for Implementation: Funding is appropriated for PM-10 compliance and other soil erosion monitoring programs related to dust from private property.

Enforcement/Monitoring Program: The Building Division gives Correction Notices to the developer or owner. The site is then revisited within three days to check for compliance.

Copy of Ordinance, Rule, or Regulation: The S.W.P.P.P. program also provides guidelines for soil tracked onto the streets, and they are somewhat more stringent than the City of Fresno's entrance stabilizing guidelines and local ordinance for dust control on private property.

**Measure Title 6: Curbing, Paving, or Stabilizing Shoulders on Paved Roads (Includes Painting Stripe on Outside of Travel Lane).**

Measure Description: This measure requires the curbing, paving, or stabilizing of shoulders with paved roads. Current stabilization measures include asphalt grinding, dust palliatives, and paint striping on outside travel lanes.

Responsible Agency and Authority for Implementation: The City of Fresno Public Works Department/Street Division has the overall responsibility for the stabilization of shoulders on paved roads. The City of Fresno Public Works Department/Streets Division/Signs and Striping Section are responsible for the maintenance of existing edge line striping. The Signs and Striping Section can install marked stripes at the edge of the pavement under the direction of City of Fresno Public Works Transportation Unit. The City of Fresno is in the process of developing an inventory of all shoulders on paved roads requiring stabilization in accordance with Regulation VIII - Fugitive PM 10 Prohibitions Rule 8061.

Implementation Schedule: Since 1999, the City of Fresno has stabilized several miles of shoulders on paved roads. The City of Fresno is in the process of developing an inventory of all shoulders on paved roads requiring stabilization in accordance with Regulation VIII - Fugitive PM 10 Prohibitions Rule 8061. By December 2003, the City will complete an inventory of all streets that do not have curbs and gutters. The shoulders of these paved roads (per Rule 8061) will then be included in the City's Capital Improvement Budget and stabilized at a rate based on funding availability. Small nuisance areas will be identified and handled by the Public Works Department/Streets Division. The Public Works Department will stripe all unmarked edges of pavement.

Level of Personnel and Funding Allocated for Implementation: City of Fresno Public Works Department staff is responsible for the maintenance of this measure. Funding is dependent upon available local monies as programmed in the City's Annual Budget as approved within the Capital Improvement Program.

Enforcement/Monitoring Program: This measure will be monitored by City of Fresno Public Works Department/Streets Division Supervisor. The Public Works Division will inventory all streets without curbs and gutters for inclusion in the City's Capital Improvement Plan and will stabilize at a rate based on funding availability.

Copy of Ordinance, Rule, or Regulation: Major Street Development Ordinance.

## **Measure Title 7: Mobile Source Emissions from Clean Fuel Technologies.**

**Measure Description:** This measure will examine the potential to accelerate the application of retrofitting diesel-powered buses to achieve earlier compliance with State regulations. The City of Fresno has been actively involved in the development and implementation of clean fuel technologies with applications in its urban bus fleet and Solid Waste fleet.

**Responsible Agency and Authority for Implementation:** The City of Fresno/Fresno Area Express will implement this measure. The Fleet Rule for Urban Transit Bus Operator - Section 1956.2, Title 13, CCR provides transit agencies with one of two fuel paths in order to achieve a fleet emission average of 4.8 g/bhp-hr NOX by October 2002. Fresno Area Express has complied with this regulation and continues to seek alternative fuel strategies for reducing its fleet emissions.

**Implementation Schedule:** FAX has already begun an aggressive campaign to purchase, convert, and replace older, higher polluting diesel buses. The fleet will consist of 25 new dedicated Compressed Natural Gas (CNG) buses by January 2003, and currently has two hybrid electric buses. The City of Fresno Solid Waste Division currently has two certified street sweepers in its fleet. In addition, FAX has a retrofit program underway to replace 18-1993 engines with cleaner diesel technologies that will reduce both PM-10 and NOx. The City of Fresno Fleet Division is anticipating the delivery of 25 Refuse vehicles in 2003 which will operate on Liquefied Natural Gas (LNG).

**Level of Personnel and Funding Allocated for Implementation:** These technologies can often be ineligible for funding from funding agencies if the technology is not ARB certified. The City of Fresno/Fresno Area Express has taken an active role in soliciting funding for alternative fuel technologies from the California Air Resources Board (CARB), the California Energy Commission (CEC), the local Air Pollution Control District, and the Council of Fresno County Governments (COFCG).

**Enforcement/Monitoring Program:** This measure will be implemented by Fresno Area Express and the City of Fresno Fleet Division. FAX will continue to comply with the Air Resources Fleet Rule for Transit Bus Operators and the City of Fresno Clean Air Ordinance. In addition, the Fleet Division will comply with the City of Fresno Clean Air Ordinance.

**Copy of Ordinance, Rule, or Regulation:** This measure represents Air Resources Fleet Rule for Urban Transit Bus Operator - Section 1956.2, Title 13, CCR and the City of Fresno Clean Air Ordinance.

AGENDA ITEM NO.

COUNCIL MEETING 11/19/02

APPROVED BY

DEPARTMENT DIRECTOR

CITY MANAGER

November 19, 2002

FROM: NOAH LAGOS, Director of Transportation

BY: BRUCE A. RUDD, Transit General Manager  
ROBERT A. MADEWELL, Transportation Manager

SUBJECT: ADOPT RESOLUTION AUTHORIZING CITY OF FRESNO TO IMPLEMENT BEST AVAILABLE CONTROL MEASURES (BACM), AND SUBMISSION TO THE VALLEY AIR POLLUTION CONTROL DISTRICT FOR INCLUSION IN ITS SERIOUS PM-10 PLAN

#### EXECUTIVE SUMMARY

The Environmental Protection Agency (EPA) has classified the San Joaquin Valley as a nonattainment area for particulate matter (PM-10). As such, the San Joaquin Valley Unified Air Pollution Control District must submit a Serious Area Plan to the Environmental Protection Agency by December 31, 2002. The draft plan will be made available in December 2002 for public review prior to submitting a final plan to the California Air Resources Board (CARB) by April 2003. Based on the Clean Air Act, the Serious Area PM-10 Plan requires that Best Available Control Measures (BACM) be implemented. Failure to submit the plan with adopted control measures by the deadline could result in the imposition of federal sanctions by the EPA. The sanctions include the withholding of Federal Highway Funds, and two to one offset requirements for stationary (industrial) sources. A Federal Implementation Plan (FIP) could also be imposed by the EPA.

#### BACKGROUND

Over the past few months, each Transportation Planning Agency (TPA) has reviewed a list of Best Available Control Measures (BACM) which have been implemented in other PM-10 nonattainment areas. BACM measures are used to reduce or eliminate particulate matter and are defined as the maximum degree of emission reductions achievable for a significant source category. Formal resolutions adopted by the appropriate governing body must be used to implement these air quality measures. If a jurisdiction determines that a measure is not feasible for implementation, the jurisdiction must justify why the measure is not feasible (technological and economic infeasibility). Staff has evaluated the suggested list and has determined that all the measures listed are feasible and can be implemented without impacting current or future City budgets.

#### THE ISSUE

Should the Council direct staff to submit the list of BACMs to the SJVAPCD where they will be reviewed and modeled to determine their impact on reducing PM-10. Once commitments are included in the PM-10 Serious Plan, they will become legal, binding commitments to implement the measures.



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IMPLEMENT BACMs AND SUBMIT TO VALLEY AIR POLLUTION CONTROL DISTRICT  
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**CONCLUSION AND RECOMMENDATIONS**

It is recommended that the City Council approve the attached resolution for the City of Fresno to implement the BACMs for the Serious Area PM-10 Plan.

**FISCAL IMPACT OF RECOMMENDATION**

This resolution approval does not require any funding action from the City Council.

Attachments